

THE IRON AGE

EMERGENCY MARKET BULLETIN

Published by the IRON AGE PUBLISHING CO., 239 West 39th Street, N. Y.

New York, October 23, 1919

Further Gains in Output

Advancing Tendency Continues in Pig Iron And Semi-Finished Steel

In both pig iron and steel, production has increased in the past week. With no marked change in strike conditions, the gains in active furnaces and mills have been enough to bring steel output to a 60 per cent basis, the Pittsburgh district and eastern Pennsylvania as heretofore representing the closest approach to full operation. At Cleveland, where the shutdown was nearly complete, the American Steel & Wire Co. has put a second plant in partial operation and the McKinney Steel Co. has started up one blast furnace, two open-hearth furnaces and a battery of coke ovens.

The scarcity of common labor is a continuing drawback, even of plants as in the Pittsburgh district, which have been able to keep their skilled forces nearly intact. Thus the mills are pushing output of those products which can be got out with the least handling, so that with the present creditable output of ingots, the difficulty of obtaining material is more marked in some finished lines than others.

Consumers are not pressing for steel, but as the strike comes to a close, premium offerings are expected. On semi-finished steel advances of \$3, \$4 and \$5 per ton have been asked, notably in the East, and one idle mill refused a backlog of 41,000 tons of billets which was offered at 50c. below the ruling market. In view of the fact that finished steel is not nearly so high above pre-war levels as commodities in general, the present policy of holding prices in check, unless for export, is noteworthy.

The leading Pittsburgh interest bid 2.50c., Pittsburgh, on 22,000 tons of plates for the Navy and 2.40c. on 6,800 tons of structural shapes, but 2.65c. and 2.45c. continue to be the ruling prices on these two forms of steel. For 10 boats the Bethlehem yards are to build 40,000 tons of steel has been distributed, largely going to the Bethlehem mills, and the Sun Shipbuilding Co. is placing steel for six new boats. Chicago reports an inquiry for 16,000 tons of plates, shapes and bars for four tankers to be built on the Pacific coast.

October business in fabricated steel has fallen off sharply and August and September, in each of which 78½ per cent of capacity was not under contract, will probably represent the high months of 1919. At Chicago 15,000 tons for the Union Station figures in new business and Western car builders are asking for 4,600 tons.

In pig iron sales of malleable are the leading feature. At Chicago the consumer took 10,000 tons of malleable and 1,500 tons of foundry for 1920 delivery, and an Indianapolis foundry has closed for 10,000 tons of malleable, of which 3,000 tons is for 1919. At Cincinnati some Southern Ohio malleable brought \$31.25 at furnace for first quarter delivery.

Our London cable tells of further price advances in iron and steel products which have resulted under sliding scale agreements. Advances of 10 to 15 per cent to mill workers in the Midlands and South Wales. German plates and structural shapes have been sold to French shipyards at 45 fr. per 100 kilos or about 2.40c. per lb. German competition in steel is expected in the near future not only in France but in Great Britain, where high costs show no sign of being checked. Belgium has just removed restrictions on importations of various raw and semi-finished materials in iron and steel.

Arrangements are about completed by which a syndicate of French steel companies will take over the iron and steel works of Lorraine which have been under the control of the French Government since the armistice.

IMPORTANT DEVELOPMENTS IN FOREIGN IRON AND STEEL MARKETS

LONDON, ENGLAND, Oct. 21. (By Cable.)—Costs and selling prices of iron and steel products continue to advance. The Midland Iron and Steel Works Board's bi-monthly return showed that in the August period the average selling price of iron bars advanced £22 18s. 5½d from £22 10d in the May-June period. The price advance is 10 per cent. Output had fallen nearly 10 per cent, due to disorganization caused by the 8-hour shift. The audit for three months ending Aug. 31, under the South Wales and Monmouthshire iron and steel workers' scale, based on prices of steel bars and tin plate bars, gives the workers a further advance of 15 per cent, dating from Oct. 1.

German competition in steel is considered an early probability. German steel at low prices is finding its way into France. Sales to French shipyards, involving plates and structural shapes, have been made by German works at 45 francs per 100 kilos. [At 8.60 francs per dollar this represents about 2.40c. per lb., or less than the average price at Pittsburgh of plates and shapes.]

Advises from Berlin are pessimistic as to the future of the iron trade. Due to shorter hours, unwillingness of the men to work and strikes, chiefly at coal mines, few steel works are producing at more than 25 to 33 per cent of capacity. The handicap of having to import high-priced ore is considered serious.

In France arrangements are being completed for taking over the Government by a syndicate of French steel companies, the iron and steel works in Lorraine. Announcement may be made about Nov. 1.

The Belgian Government has just issued a decree allowing the exportation, without licenses, of all kinds of raw iron and steel, iron scrap iron and railroad material.

American business in Great Britain largely depends on giving direct deliveries. Bessemer skelp is still coming from the United States, also bar iron for bolt and nut works and considerable amounts of bright bars to be used as screw stock. Some billet business could be done at some concession from \$38.50, Pittsburgh.

EMERGENCY ISSUE No. 4.

The appearance of this, the fourth weekly bulletin of THE IRON AGE, bears witness that the strike of the printing trades in New York is not settled.

When THE IRON AGE again appears in its wonted form, we shall have something to say about the friendly letters that have been coming to us in these past three weeks from all directions. Nothing could be more convincing of the strong ties that exist between this paper and its appreciative readers.

A Comparison of Prices

Advances Over The Previous Week In Heavy Type, Declines In Italic

At date, one week, one month and one year previous for early delivery

Pig Iron,

| | Oct. 21, 1919 | Oct. 14, 1919 | Sept. 23, 1919 | Oct. 22, 1918 |
|-------------------------------|---------------|---------------|----------------|---------------|
| Per Gross Ton: | | | | |
| No. 2 X, Philadelphia..... | \$32.10 | \$32.10 | \$30.60 | \$38.85 |
| No. 2, Valley furnace..... | 26.75 | 26.75 | 26.75 | 34.00 |
| No. 2 Southern, Cin'ti..... | 31.60 | 31.60 | 31.35 | 37.60 |
| No. 2, Birmingham, Ala..... | 28.00 | 28.00 | 27.75 | 34.00 |
| No. 2, furnace, Chicago..... | 26.75 | 26.75 | 26.75 | 34.00 |
| Basic, del'd, eastern Pa..... | 28.00 | 28.00 | 26.60 | 36.60 |
| Basic, Valley furnace..... | 25.75 | 25.75 | 25.75 | 33.00 |
| Bessemer, Pittsburgh..... | 29.35 | 29.35 | 29.35 | 36.60 |
| Malleable, Ch'go..... | 27.25 | 27.25 | 27.25 | 34.50 |
| Malleable Valley..... | 27.25 | 27.25 | 27.25 | 34.50 |
| Gray forge, Pittsburgh..... | 27.15 | 27.15 | 27.15 | 34.40 |
| L. S. charcoal, Chicago..... | 32.75 | 32.75 | 32.75 | 38.85 |

Rails, Billets, Etc.

| | Oct. 21, 1919 | Oct. 14, 1919 | Sept. 23, 1919 | Oct. 22, 1918 |
|----------------------------------|---------------|---------------|----------------|---------------|
| Per Gross Ton | | | | |
| Bess. rails, heavy, at mill..... | \$45.00 | \$45.00 | \$45.00 | \$55.00 |
| O.-h. rails, heavy, at mill..... | 47.00 | 47.00 | 47.00 | 57.00 |
| Bess. billets, Pittsburgh..... | 38.50 | 38.50 | 38.50 | 47.50 |
| O.-h. billets, Pittsburgh..... | 38.50 | 38.50 | 38.50 | 47.50 |
| O.-h. sheet bars, P'gh..... | 42.00 | 42.00 | 42.00 | 51.00 |
| Forging billets, base, P'gh..... | 51.00 | 51.00 | 51.00 | 60.00 |
| O.-h. billets, Phila..... | 45.50 | 42.50 | 42.50 | 51.30 |
| Wire rods, Pittsburgh..... | 52.00 | 52.00 | 52.00 | 57.00 |

Finished Iron and Steel,

| | Per Lb. to Large Buyers: | Cents | Cents | Cents | Cents |
|---------------------------------|--------------------------|-------|-------|-------|-------|
| Iron bars, Philadelphia..... | 2.745 | 2.745 | 2.745 | 3.73 | |
| Iron bars, Pittsburgh..... | 2.75 | 2.75 | 2.75 | 3.50 | |
| Iron bars, Chicago..... | 2.62 | 2.62 | 2.62 | 3.50 | |
| Steel bars, Pittsburgh..... | 2.35 | 2.35 | 2.35 | 2.90 | |
| Steel bars, New York..... | 2.62 | 2.62 | 2.62 | 3.145 | |
| Tank plates, Pittsburgh..... | 2.65 | 2.65 | 2.50 | 3.25 | |
| Tank plates, New York..... | 2.92 | 2.92 | 2.77 | 3.495 | |
| Beams, etc., Pittsburgh..... | 2.45 | 2.45 | 2.45 | 3.00 | |
| Beams, etc., New York..... | 2.72 | 2.72 | 2.72 | 3.245 | |
| Skelp, grooved steel, P'gh..... | 2.45 | 2.45 | 2.45 | 2.90 | |
| Skelp, sheared steel, P'gh..... | 2.65 | 2.65 | 2.65 | 3.25 | |
| Steel hoops, Pittsburgh..... | 3.05 | 3.05 | 3.05 | 3.50 | |

Sheets, Nails and Wire,

| | Per Lb. to Large Buyers: | Cents | Cents | Cents | Cents |
|----------------------------------|--------------------------|-------|-------|-------|-------|
| Sheets, black, No. 28, P'gh..... | 4.35 | 4.35 | 4.35 | 5.00 | |
| Sheets, galv., No. 28, P'gh..... | 5.70 | 5.70 | 5.70 | 6.25 | |
| Wire nails, Pittsburgh..... | 3.25 | 3.25 | 3.25 | 3.50 | |
| Fence wire, base, P'gh..... | 3.00 | 3.00 | 3.00 | 3.25 | |
| Barb wire, galv., P'gh..... | 4.10 | 4.10 | 4.10 | 4.35 | |

Old Material,

| | Per Gross Ton: | \$24.50 | \$24.00 | \$24.00 | \$29.00 |
|----------------------------------|----------------|---------|---------|---------|---------|
| Carwheels, Chicago..... | | | | | |
| Carwheels, Philadelphia..... | 24.50 | 24.50 | 24.50 | 29.00 | |
| Leavy steel scrap, P'gh..... | 19.00 | 19.00 | 19.00 | 29.00 | |
| Heavy steel scrap, Phila..... | 19.00 | 19.00 | 18.50 | 29.00 | |
| Heavy steel scrap, Ch'go..... | 17.50 | 17.50 | 18.50 | 29.00 | |
| No. 1 cast, Pittsburgh..... | 24.00 | 24.00 | 23.50 | 29.00 | |
| No. 1 cast, Philadelphia..... | 25.00 | 25.00 | 25.00 | 29.00 | |
| No. 1 cast, Ch'go (net ton)..... | 25.00 | 23.50 | 23.50 | 30.38 | |
| No. 1 RR. wrot, Phila..... | 27.00 | 27.00 | 26.50 | 34.00 | |
| No. 1 RR. wrot, Ch'go (net)..... | 19.50 | 18.00 | 19.00 | 30.38 | |

Coke, Connellsville,

| | Per Net Ton at Oven: | \$4.35 | \$4.25 | \$4.60 | \$6.00 |
|---------------------------|----------------------|--------|--------|--------|--------|
| Furnace coke, prompt..... | | | | | |
| Furnace coke, future..... | 5.00 | 4.75 | 4.75 | 6.00 | |
| Foundry coke, prompt..... | 6.00 | 6.00 | 6.00 | 7.00 | |
| Foundry coke, future..... | 5.75 | 5.75 | 6.75 | 7.00 | |

Metals,

| | Per Lb. to Large Buyers: | Cents | Cents | Cents | Cents |
|-----------------------------------|--------------------------|--------|-------|-------|-------|
| Lake copper, New York..... | 22.35 | 22.62½ | 22.75 | 26.00 | |
| Electrolytic copper, N. Y..... | 21.75 | 22.12½ | 21.75 | 26.00 | |
| Spelter, St. Louis..... | 7.75 | 7.40 | 7.10 | 8.85 | |
| Spelter, New York..... | 8.10 | 7.75 | 7.45 | 9.20 | |
| Lead, St. Louis..... | 6.25 | 6.00 | 5.95 | 7.75 | |
| Lead, New York..... | 6.50 | 6.25 | 6.20 | 8.05 | |
| Tin, New York..... | 56.50 | 55.50 | 55.00 | 77.00 | |
| Antimony (Asiatic), N. Y..... | 8.62½ | 8.50 | 8.50 | 13.50 | |
| Tin plate, 100-lb. box, P'gh..... | 77.00 | 77.00 | 77.00 | 77.75 | |

*The average switching charge for delivery to foundries in the Chicago district is 50c. per ton.

†Silicon, 1.75 to 2.25. ‡Silicon, 2.25 to 2.75.

PITTSBURGH

Pittsburgh, Oct. 21.—The steel strike is practically over, as far as the Pittsburgh district is concerned, but at Youngstown and Steubenville, Ohio, blast furnaces and steel mills are still idle, and in Wheeling, W. Va., the same condition prevails.

There is fair inquiry for pig iron, and sellers could readily get premiums over regular prices, but refuse to do so, stating it would be profiteering. We note small sales of Bessemer at \$27.95, basic at \$25.75, and malleable Bessemer at \$27.25, all at Bailey furnace. Billets and sheet bars are scarce, and would readily bring \$3 or more in premiums over regular prices, if they could be had. Structural steel is fairly active. American Bridge Co. has taken 5,600 tons for the Baltimore & Ohio bridge over the Allegheny River in this city, and about 5,500 tons for a power plant for the Duquesne Light & Power Co., at Cheswick, Pa. Plates are more active in demand, and only very desirable orders can be placed at \$2.50, most sellers quoting \$2.65 at mill. Steel bars have sold as high as 3c, and reinforcing bars at \$2.25. Owing to the prospective coal strike and better demand, prompt furnace coke has sold at as high as \$4.35 at oven. Some producers refuse to make contracts, but could get \$5 or higher at oven for first half of next year.

NEW YORK

New York, Oct. 21.

The past week was characterized by the many sales of misfit pig iron, which had hitherto gone begging. Because of the scarcity, the price is \$32, furnace, for iron, 2.25 to 2.75 silicon, has practically become the minimum for eastern Pennsylvania and Buffalo districts. Recent sales of this grade of Southern iron were made at \$29.75, furnace. A lot of 1,000 tons of the same grade was sold at \$32.25, furnace, eastern Pennsylvania, for export to Sweden. As Nov. 1 draws nearer, the threatened coal strike has more influence on the pig iron market. If the strike does not materialize, it is predicted that many furnaces will come into the market simultaneously for next year, and that competition will tend to hold prices down. Some sellers report difficulty in fulfilling this year contracts because of the scarcity. The Japanese consumer who last week asked for 60,000 tons of basic has increased this inquiry by 35,000 tons, though these inquiries are not taken seriously.

Nearly 10,000 tons of spiegeleisen has been sold for export, mostly for shipment to Holland and Belgium at around \$34 to \$35, furnace. Domestic consumers have also taken nearly 1,000 tons and there is an inquiry for about 500 tons before the market. Quotations range from \$33 to \$35, furnace. Demand for ferro-manganese is light, with quotations at \$100, seaboard, to \$110, delivered, depending upon whether the seller is a British producer or an American.

With most of the mills booked well into the first quarter and in some cases even into the second quarter, business is being taken carefully. The scarcity of common labor, marked more or less through the war period, influences to an extent what materials the mills attempt to roll. Output is curtailed where there is much man-handling. Generally consumers are making no demand but as steel strike ends premiums are expected. Stiffer prices are now exacted for export but relatively little is booked. Even with plate mills in the East operating at an increased rate, sheared plates remain firm at 2.65c., Pittsburgh. Universal plates through the absence of large attractive orders have not really been tested. Although September business in fabricated lines equaled that of August, exceeding 141,000 tons, there has been a sharp drop in the October lettings and in view of the season the crest of the structural business has probably been passed. Strength is developing in semi-finished steel; one mill, not at present operating, refused 41,000 tons of billets for export which could have been taken as a backlog at 50c. a ton below the Pittsburgh quotation. New structural work includes 1,100 tons for an addition to a department store, Springfield, Mass.; 1,800 tons for a floating dry dock, Baltimore; 1,000 tons for an addition to the National Park Bank, New York; 900 tons for the New England Telephone Co., and 300 tons for an apartment in Baltimore. Awards include 1700 tons for a candy factory in Jersey City placed with the Hay Foundry & Iron Works; 600 tons for the Carpenter Steel Co., Reading, Pa.; to the Shoemaker-Satterthwaite Bridge Co.; 100 tons for a Boston & Maine bridge awarded the Boston Bridge Works, and 200 tons for the Victor Talking Machine Co.; 175 tons for the Y. M. C. A., Binghamton, N. Y., and 125 tons for the John Simmons Co., Long Island City, all to the Lehigh Structural Steel Co.

PHILADELPHIA

Philadelphia, Oct. 21.—Eastern steel mills are operating at from 70 to 80 per cent. Labor troubles have practically disappeared at Coatesville and at the plants of the Bethlehem Steel Co., but the Alan Wood Iron & Steel Co. has had its sheet mill shut down for a week on account of a strike of employees in that department. About 800 men are out of work. Demand for steel products, particularly for plates and bars, is exceptionally good, while mills rolling structural shapes are also enjoying a very good business. The leading Eastern Independent has advanced prices on semi-finished steel \$5 a ton, making open hearth rerolling billets \$43.50, forging billets, \$56 and slabs, \$46, all f.o.b. Pittsburgh. The same company is selling soft steel bars at 2.50c., Pittsburgh, and forging quality at 2.75c., but is taking on very little tonnage except in special bars. The only other eastern maker of semi-finished steel able to make deliveries has obtained advances of \$2 to \$3 a ton over the prices recently in effect. Plates are firm at 2.65c., Pittsburgh. The Carnegie Steel Co., however, again bid 2.50c. on 22,000 tons of plates for the Navy Department, and its price on 6,780 tons of shapes was 2.40c., Pittsburgh. The demand for plates runs into fairly large tonnages, one company having booked an order for 5,000 tons, while ship steel has been placed in even larger units. The Bethlehem Shipbuilding Corporation has distributed orders for about 40,000 tons for 10 boats, much of this going to its own mills. The Sun Shipbuilding Co. is reported to have placed a substantial tonnage with a Pittsburgh company for six or eight new boats. One company has sold several lots of plates for shipment west of Pittsburgh at 2.65c., mill, equivalent to about 2.88c., Pittsburgh, but actually netting the mill less than on Eastern shipments at 2.65c., Pittsburgh.

Pig iron is firm, with an advancing tendency. The scarcity of foundry iron has caused consumers in the Buffalo district to come to Eastern Pennsylvania for foundry iron.

An Eastern steel company, inquiring for basic, was quoted \$31, furnace, by one maker, but the business was not placed.

The scrap market is firm. A large Eastern steel company is reported to have closed for 5,000 to 10,000 tons of heavy melting steel. Strictly No. 1 steel will bring \$19 or more. A small tonnage has been sold for \$20.50.

CHICAGO

Chicago, Oct. 21.—Although mill operation is by no means normal, it is improving steadily day by day. The loss in production

incidental to the strike has injected unusual strength in to the market. Rail carbon and iron bars have advanced \$2.00 per ton each. Mild steel bars have sold at as high as 3c., Pittsburgh for prompt shipment. Northern pig iron has advanced \$2.00 a ton and spot iron from furnaces outside this district is selling at from \$2.50 to \$5.00 above the market, according to the freight charges involved. An upward movement in the prices of other iron and steel products would not surprise the trade.

Among current inquiries are 16,000 tons of plates, shapes and bars which will be required in the construction of four tankers on the Pacific coast, and 4,600 tons of steel is asked for by two Western car builders. A headhouse and concourse for the Chicago Union Station will involve 15,000 tons, while a hotel and a bank in Fort Worth, Texas, will require 2,300 and 1,700 tons as fabricated material respectively. The McClintic-Marshall Co. will fabricate 1,500 tons for a merchant bar mill for the Interstate Iron & Steel Co. and the Palm Iron Works, Sacramento, has been awarded 1,000 tons for a State building at San Francisco.

BOSTON

Boston, Oct. 21.

The Sullivan Machinery Co., Clairmont, N. H., has bought 700 tons of pig iron during the past week, including 400 tons of Buffalo and 300 tons of eastern Pennsylvania. Other sales for the week include one of 300 tons of low phosphorus eastern Pennsylvania iron to a Vermont consumer at \$30, furnace, for delivery this year, the price having been made to introduce the product. The bulk of the buying of late has been in car-lots for spot delivery, which in some instances have involved as much as 100 tons in individual sales. Prices on such sales have run \$1 to \$2 a ton higher than larger tonnage prices. New England foundries are busy and increasing production as fast as labor is available. Most of them are not anxious to contract for first quarter or first half of 1920, until Buffalo irons shall have come into the market on a competitive basis. The unsettled condition of the coke market caused by the first development of the steel strike appears to have passed. New contracts for the rest of the year profounding coke are quoted on a \$6.50 Connellsville base, and for any part of 1920 at \$7.50, while all current shipments on the sliding scale are being billed out on a \$6 Connellsville base.

Finished Material: All kinds of material are in increased demand. There is a pronounced scarcity of concrete bars owing to the recent enforced curtailment in mill output and to a greater call for stock. Mill representatives are reluctant to take on additional orders. The Portland Rolling Mill, Portland, Me., is turning out a considerable tonnage of 1/2 and 3/4-in. rounds, which is being taken by reinforced concrete contractors. Some of the smaller mills have been getting premiums of \$3 and \$4 for plates, from machine shop interests. Structural steel is in much better demand. A contract has been let through Boston interests by the Continental Candy Co., Jersey City, N. J., for the construction of a factory, involving 1700 tons of structural steel. Bids are in for the construction of an Oxford Exchange Board for the New England Telephone Co., Boston, calling for 800 tons.

ST. LOUIS

St. Louis, Oct. 21.—Southern furnaces are beginning to open up for next year, taking first quarter on basis of \$29.25 Birmingham. There are numerous inquiries for small tonnage for foundries buying freely to cover early needs against short deliveries from Northern furnaces on account of strike in the Chicago district. Coke buying is good for early needs. Finished steel deliveries are improving steadily, but no new business is being sought. Old material is active with better tone and some advances.

BIRMINGHAM

Birmingham, Ala., Oct. 21.—Alabama operators have little iron for 1919 delivery, but what they have is being sold. Inquiry for spot, last quarter and first quarter of 1920 is alike active and from all quarters. Some 1920 iron has been sold to middlewestern regular customers at \$29, but this business is not sought. The consensus of opinion is that as soon as the mine wage question is settled one way or the other and costs of production known, the 1920 buying movement will be a large one. A large interest has recently turned down an inquiry for 5,000 tons and one for 10,000 tons for 1920. A few sales for 1920 delivery, where the consumer insisted, were closed at \$30. Production is greatest in a year, the 27 active stacks all working well. Steel mills of the Tennessee Company are working on full normal turn and in departments on double turn. There is no strike so far as outcroppings go and all manner of production is increasing. Gulf States Steel has increased its bonus of 40 per cent to steel workers to 55 per cent, which is within 10 per cent of the war period bonus peak. Very little is heard of exports.

Every shop making cast iron pipe, sanitary, gas and water, is busy with demand for more than output capacity. Birmingham shops are working on a divided order for Detroit. El Paso and other southwestern points are taking quantities of gas and water pipe.

CLEVELAND

Cleveland, Oct. 21.—The most important development in the local strike situation during the week was the resumption of operations by the McKinney Steel Co., which is now operating one blast furnace, two open hearth furnaces and one battery of coke ovens. The American Steel & Wire Co. on Monday placed a second plant in partial operation. Some other local plants will probably be started up during the week.

The demand for foundry pig iron continues active. The Cleveland Furnace Co. has resumed shipments from stock piles, which has caused some easing up in the situation. Southern Ohio regular speculative iron is still available at \$28 for 1.75 to 2.25 silicon, but furnaces are selling the same grade at \$29.75. Sales of 1,300 tons of off iron are reported. There is a large volume of inquiry for first half foundry iron, but furnaces generally are declining to quote and one interest that has made sales at regular prices is now holding up inquiries aggregating 15,000 tons. Several producers expect an advance of about \$2 per ton.

The demand for foundry pig iron continues active. The Cleveland inquiry is coming out for the first quarter or half, on which mills are declining to quote. An eastern mill has withdrawn plate prices for this territory. Ohio tank shops are inquiring for 2,650 tons of plates. There is a heavy demand for alloy steel, and the market is firmer. One eastern mill has advanced prices 1/4c. per lb. on all alloy steel bars and \$15 a ton on alloy steel billets. Some coke producers who have been selling Connellsville foundry coke at \$6.50 for the first half are now naming that price subject to an advance in miners' wages.

The scrap market is a little firmer, but cast and malleable scrap are the only grades active.

(Continued on Page E)

Pittsburgh

Pig Iron

Basic pig iron, \$25.75; Bessemer, \$27.95; gray forge, \$25.75; No. 2 foundry, \$26.75; No. 1 foundry, \$26.25, and malleable, \$ 7.25; all per gross ton at Valley furnaces, and freight rate for delivery in the Cleveland and Pittsburgh districts being \$1.40 per ton.

Ferroalloys

We quote 78 to 82 per cent domestic ferromanganese \$110 delivered, and English at \$105, with a reduction of \$1.50 to \$1.75 per unit for lower percentages. We quote resale 50 per cent ferro-silicon at \$83, to \$85, and 18 to 22 per cent spiegeleisen at \$33 to \$35, delivered. Prices on Bessemer ferrosilicon are: 9 per cent, \$47.75; 10 per cent, \$49.75; 11 per cent, \$53.05; 12 per cent, \$56.75. We quote 6 per cent silvery iron, \$36.75; 7 per cent, \$35.25; 8 per cent, \$40.25; 9 per cent, \$42.25, and 10 per cent, \$44.75. About \$3 per gross ton advance is charged for each 1 per cent silicon for 11 per cent and over. All the above prices are f.o.b. maker's furnace, Jackson or New Straitsville, Ohio, which have a uniform freight rate of \$2.90 per gross ton for delivery in the Pittsburgh district.

Billets and Sheet Bars

We quote 4 x 4 in. soft Bessemer and open-hearth billets at \$38.50, 2 x 2 in. billets at \$42; sheet bars, \$42; slabs, \$41, and forging billets, \$51 base, all f.o.b. at mill Pittsburgh or Youngstown.

Iron and Steel Bars

We quote steel bars rolled from billets at 2.35c. and from old steel rails, 2.45c. Pittsburgh mills rolling iron bars quote at 2.75c., Pittsburgh, plus full freight rate to point of delivery.

Structural Material

Beams and channels up to 15-in. 2.45c. Pittsburgh, large lots.

Plates

Sheared tank plates, 1/4-in. and heavier, at \$2.50c. to 2.65c., depending on order and delivery.

Spikes

We quote standard spikes, 9/16 x 4 1/2 in., at \$3.35 base per 100 lb. in carload lots of 200 kegs of 200 lb. each, and small spikes, 3/4 in., 7/16 in. and smaller, at \$3.85 to \$4 per 100 lb. in carload lots of 200 kegs of 200 lb. each, plus usual extras. Boat and barge spikes, \$3.85 to \$4 per 100 lb. in carload lots of 200 kegs of 200 lb. each, all f.o.b. Pittsburgh. For less than carloads, 1c. per lb. higher is asked.

Cold Rolled Strip Steel

We quote cold-rolled steel at \$5.65 base per 100 lb., f.o.b. Pittsburgh, for 1 1/2-in. and wider, 0.100 in. and thicker hard tempered in coils 0.20 carbon and under. Boxing charge, 25c. per 100 lb.

Old Material

Heavy steel, melting, Steubenville, Follansbee, Brackenridge, Monessen, Midland and Pittsburgh, delivered \$19.00 to \$19.50
No. 1 cast for steel plants 24.00 to 24.50
Re-rolling rails, Newark and Cambridge, Ohio; Cumberland, Md.; Franklin, Pa., and Pittsburgh 25.00 to 25.50
Compressed steel 18.00 to 19.00
Bundled sheet, sides and ends, f.o.b. consumers' mills, Pittsburgh district 15.50 to 16.00
Bundled steel stamping 13.00 to 13.50
No. 1 busheling 18.00 to 18.50
Railroad grate bars 18.00 to 18.50
Low phosphorus melting stock (bloom and billet ends, heavy plates) 1/4 in. and heavier 25.00 to 25.50
Iron car axles 31.00 to 32.00
Locomotive axles, steel 31.00 to 32.00
Steel car axles 28.00 to 29.00
Railroad malleable 20.00 to 20.50
Cast iron wheels 23.50 to 24.00
Rolled steel wheels 22.00 to 23.00
Machine-shop turnings 12.25 to 12.50
Sheet bar, crop ends (at origin) 23.00 to 24.00
Heavy breakable cast 21.50 to 21.75
Cast iron borings 15.75 to 16.00
No. 1 railroad wrought 22.00 to 23.00

Chicago

Pig Iron

The following quotations are for iron delivered at consumers' yards except those for Northern foundry, malleable and steel-making irons, including low phosphorus, which are f.o.b. furnace and do not include a switching charge averaging 50c. per ton.

Lake Superior charcoal, average silicon, 1.50 second half delivery, f.o.b. furnace, average freight to Chicago, \$2.50 (other grades subject to usual differentials) \$30.25
Lake Superior charcoal, average silicon, 1.50 first quarter delivery, f.o.b. furnace, average freight to Chicago, \$2.50 (other grades subject to usual differentials) 31.25
Northern coke foundry, No. 1 silicon, 2.25 to 2.75 31.00
Northern coke foundry, No. 2 silicon, 1.75 to 2.25 28.75
Northern high-phosphorus foundry 28.75
Southern coke, No. 1 foundry and No. 1 soft, silicon, 2.75 to 3.25 35.25
Southern coke, No. 2 foundry, silicon, 2.25 to 2.75 34.10
Southern foundry, silicon, 1.75 to 2.25 33.00
Malleable, not over 2.25 silicon 29.25
Basic 27.75
Low phosphorus (copper free) 40.00
Silvery, 7 per cent 42.05 to 45.65

Plates

The mill quotation is 2.50c. to 2.65c. Pittsburgh, the freight to Chicago being 27c. per 100 lb. Jobbers quote 3.67c. for plates out of stock.

Structural Material

The mill quotation is 2.45c. Pittsburgh, which takes a freight rate of 27c. per 100 lb. for Chicago delivery. Jobbers quote \$3.47 for materials out of warehouse.

Ferroalloys

We quote 80 per cent ferromanganese at \$110 delivered; 50 per cent ferrosilicon at \$80, delivered; spiegeleisen, 18 to 22 per cent, \$35 furnace.

Iron and Steel Bars

Mill prices are: Mild steel bars, 2.35c., Pittsburgh, taking a freight rate of 27c. per 100 lb.; common bar iron, 2.72c. to 2.75c. Chicago; rail carbon 2.65c. to 2.75c. mill. Jobbers quote 3.37c. for steel bars out of warehouse.

Cast Iron Pipe

We quote per net ton f.o.b. Chicago, ex-war tax, as follows: Water pipe, 4-in., \$62.80; 6-in. and above, \$59.80; class A and gas pipe \$2 extra.

Bolts and Nuts

Jobbers quote: Structural rivets, 4.72c.; boiler rivets, 4.82c.; machine bolts up to 1/2 x 4 in., 50 and 5 per cent off; larger sizes, 40 and 5 off; carriage bolts up to 1/2 x 6 in., 45 and 5 off; larger sizes 30 and 10 off; hot pressed nuts, square tapped and hexagon tapped, \$1.85 off; coach or lag screws, gimlet points, square heads, 50 and 5 per cent off. Quantity extras for nuts are canceled.

Sheets

Mill quotations are 4.35c. for No. 28 black, 3.55c. for No. 10 blue annealed, and 5.70c. for No. 28 galvanized.

Jobbers quote Chicago delivery out of stock: No. 10 blue annealed, 4.57c.; No. 28 black, 5.62c., and No. 28 galvanized, 6.97c.

Rails and Track Supplies

Standard railroad spikes, 3.35c., Pittsburgh. Track bolts with square nuts, 4.35c., Pittsburgh. Steel tie plates and iron angle bars, 2.75c., Pittsburgh and Chicago; tie plates, iron 2.90c., f.o.b. makers' mills. Light rails, 2.45c., f.o.b. makers' mills, with usual extras.

Old Material

We quote delivery in buyers' yards, Chicago and vicinity, all freight and transfer charges paid, as follows:

| Per Gross Ton | |
|---------------------------------------|--------------------|
| Iron rails | \$23.50 to \$24.50 |
| Relaying rails | 35.00 to 45.00 |
| Carwheels | 24.50 to 25.50 |
| Steel rails, rerolling | 27.00 to 27.50 |
| Steel rails less than 3 ft. | 21.50 to 22.00 |
| Heavy melting steel | 17.50 to 18.50 |
| Frogs, switches and guards, cut apart | 17.50 to 18.50 |
| Shoveling steel | 17.50 to 18.00 |
| Per Net Ton | |
| Iron angles and pipes bars | \$23.00 to 24.00 |
| Steel angle bars | 18.50 to 19.00 |
| Iron arch bars and transoms | 25.00 to 26.00 |
| Iron car axles | 30.00 to 31.00 |
| Steel car axles | 25.00 to 25.50 |
| No. 1 busheling | 16.50 to 17.00 |
| No. 2 busheling | 12.00 to 12.50 |
| Cut forge | 18.25 to 18.75 |
| Pipes and flues | 15.00 to 15.50 |
| No. 1 railroad wrought | 19.50 to 20.50 |
| No. 2 railroad wrought | 18.25 to 18.75 |
| Steel knuckles and couplers | 19.00 to 19.50 |
| Coil springs | 20.00 to 20.50 |
| No. 1 cast | 25.00 to 26.00 |
| Boiler punchings | 21.50 to 22.00 |
| Locomotive tires, smooth | 19.50 to 20.00 |
| Machine shop turnings | 8.50 to 9.00 |
| Cast borings | 9.50 to 10.50 |
| Stove plate and light cast | 22.00 to 23.00 |
| Grate bars | 19.50 to 20.00 |
| Brake shoes | 18.00 to 19.00 |
| Railroad malleable | 19.00 to 20.00 |
| Agricultural | 19.00 to 20.00 |
| Country mixed | 14.00 to 15.00 |

Philadelphia

Pig Iron

The following quotations are for iron delivered in consumers' yards in Philadelphia or vicinity, except those for low phosphorus iron, which are f.o.b. furnace:

Eastern Penna. No. 2 X, 2.25 to 2.75 sil. \$32.10 to \$33.10
Eastern Penna. No. 2, plain, 1.75 to 2.25 sil. 31.10 to 32.10
Virginia No. 2 X, 2.25 to 2.75 sil. 34.10
Virginia No. 2, plain, 1.75 to 2.25 sil. 33.10
Basic 28.00
Gray forge 29.60
Standard low phosphorus (f.o.b. furnace) 37.00
Malleable 30.10
Copper bearing low phosphorus (f.o.b. furnace) 35.00

Old Material

No. 1 heavy melting steel \$19.00 to \$20.00
Steel rails, rerolling 23.00 to 24.00
No. 1 low phosphorus, heavy, 0.04 and under 25.00 to 26.00
Carwheels 24.50 to 25.50
No. 1 railroad wrought 27.00 to 27.50
No. 1 yard wrought 22.50 to 23.50
No. 1 forge fire 16.00 to 17.00
Bundled skeleton 16.00 to 17.00
No. 1 busheling 16.00 to 17.00
No. 2 busheling 13.00 to 14.00
Turnings (short shoveling grade for blast furnace use) 14.00 to 14.50
Mixed borings and turnings (for blast furnace use) 13.50 to 14.00
Machine-shop turnings (for rolling mill and steel works use) 15.00 to 16.00
Heavy axle turnings (or equivalent) 16.50 to 17.00
Cast borings (clean) 17.50 to 18.50
No. 1 cast 25.00 to 26.00
Railroad grate bars 21.00 to 22.00
Stove plate 20.50 to 21.50
Railroad malleable 20.00 to 21.00
Wrought iron and soft steel pipes and tubes (new specifications) 18.50 to 19.00
Ungraded pipe 15.00 to 16.00

Buffalo

Pig Iron

No. 1 foundry, 2.75 to 3.25 silicon \$31.00
No. 2 X, 2.25 to 2.75 silicon 30.00
No. 2 plain foundry, 1.75 to 2.25 silicon 29.00
Gray forge 29.00
Malleable, silicon not over 2.25 29.50
Basic 27.50
Basic, 1 to 1 1/2 per cent manganese 27.25
Basic, 1 1/2 to 2 1/2 per cent manganese 28.75
Lake Superior charcoal, regular grades, f.o.b. Buffalo 38.40

Old Material

| | |
|--|--------------------|
| Heavy melting steel, regular grades..... | \$19.00 to \$20.00 |
| Low phosphorus, 0.04 and under..... | 23.50 to 24.00 |
| No. 1 railroad wrought..... | 23.00 to 23.50 |
| No. 1 machinery cast..... | 24.50 to 25.50 |
| Iron axles..... | 28.00 to 29.00 |
| Steel axles..... | 28.00 to 29.00 |
| Carwheels..... | 22.50 to 23.50 |
| Railroad malleable..... | 19.00 to 20.00 |
| Machine-shop turnings..... | 12.00 to 12.50 |
| Heavy axle turnings..... | 16.00 to 17.00 |
| Clean cast borings..... | 13.50 to 14.00 |
| Iron rails..... | 24.00 to 25.00 |
| Locomotive grate bars..... | 20.00 to 20.50 |
| Stove plate..... | 22.00 to 22.50 |
| Wrought pipe..... | 17.50 to 18.00 |
| No. 1 busheling..... | 16.50 to 17.50 |
| Bundled sheet stamping..... | 14.50 to 15.00 |

New York

Pig Iron

| | |
|--|---------|
| No. 1 foundry, silicon 2.75 to 3.25..... | \$33.80 |
| No. 2 X, silicon 2.25 to 2.75..... | 32.80 |
| No. 2 plain, silicon 1.75 to 2.25..... | 31.80 |
| No. 2 X, Virginia, silicon 2.25 to 2.75..... | 35.40 |

Finished Iron and Steel

We quote as follows for mill shipments: Bar iron, refined grade, 2.77c.; double refined bar iron, 3.77c.; soft steel bars, 2.62c.; shapes, 2.72c.; plates, 2.77c.; all New York.

Old Material

| | |
|---|--------------------|
| Heavy melting steel..... | \$15.50 to \$16.00 |
| Rerolling rails..... | 20.50 to 21.00 |
| Relaying rails, nominal..... | 43.00 to 44.00 |
| Steel car axles..... | 25.00 to 26.00 |
| Iron car axles..... | 34.00 to 35.00 |
| No. 1 railroad wrought..... | 24.00 to 24.50 |
| Wrought iron track..... | 18.00 to 19.00 |
| Forge fire..... | 12.00 to 12.50 |
| No. 1 yard wrought, long..... | 19.50 to 20.00 |
| Light iron..... | 6.00 to 7.00 |
| Cast borings (clean)..... | 13.00 to 13.50 |
| Machine-shop turnings..... | 11.50 to 12.00 |
| Mixed borings and turnings..... | 11.25 to 11.50 |
| Iron and steel pipe (1 in. min. diam., not under 2 ft. long)..... | 14.50 to 15.00 |
| Stove plate..... | 17.50 to 18.00 |
| Locomotive grate bars..... | 19.00 to 19.50 |
| Malleable cast (railroad)..... | 16.50 to 17.50 |
| Old Carwheels..... | 21.50 to 22.00 |
| Prices which dealers in New York and Brooklyn are quoting to local foundries per gross ton: | |
| No. 1 machinery cast..... | 25.50 to 26.00 |
| No. 1 heavy cast (columns, building materials, etc.), cupola size..... | 24.50 to 25.00 |
| No. 1 heavy cast, not cupola size..... | 17.00 to 17.50 |
| No. 2 cast (radiators, cast boilers, etc.)..... | 17.50 to 18.00 |

Cincinnati

Pig Iron

| | |
|---|---------|
| Based on freight rates of \$3.60 from Birmingham and \$1.80 from Ironton, we quote f.o.b. Cincinnati: | |
| Southern coke, silicon 1.75 to 2.25 (base price)..... | \$31.60 |
| Southern coke, silicon 2.25 to 2.75 (No. 2 soft)..... | 32.60 |
| Ohio silvery, 8 per cent silicon..... | 42.05 |
| Southern Ohio coke, silicon 1.75 to 2.25 (No. 2)..... | 31.55 |
| Basic Northern..... | 31.05 |
| Standard Southern carwheel..... | 48.60 |
| Malleable..... | 32.05 |

Old Material

Per Gross Ton

| | |
|------------------------------------|--------------------|
| Bundled sheet..... | \$12.00 to \$12.50 |
| Old iron rails..... | 22.50 to 23.00 |
| Relaying rails, 50 lb. and up..... | 40.00 to 41.00 |
| Rerolling steel rails..... | 20.50 to 21.00 |
| Heavy melting steel..... | 15.00 to 16.00 |
| Steel rails for melting..... | 16.00 to 17.00 |
| Old carwheels..... | 18.00 to 18.50 |
| No. 1 railroad wrought..... | 17.50 to 18.00 |

Per Net Ton

| | |
|---------------------------------------|------------------|
| Cast borings..... | \$7.50 to \$8.00 |
| Steel turnings..... | 7.00 to 7.25 |
| Railroad cast..... | 20.00 to 20.50 |
| No. 1 machinery..... | 22.00 to 22.50 |
| Burnt scrap..... | 13.00 to 14.00 |
| Iron axles..... | 24.00 to 24.50 |
| Locomotive tires (smooth inside)..... | 18.00 to 18.50 |
| Pipes and flues..... | 13.50 to 14.00 |
| Malleable cast..... | 15.50 to 16.00 |
| Railroad tank and sheet..... | 12.00 to 12.50 |

Cleveland

Iron Ore

Old range Bessemer, \$6.45; old range non-Bessemer, \$5.70; Mesaba Bessemer, \$6.20; Mesaba non-Bessemer, \$5.55.

Pig Iron

| | |
|--|------------------|
| Bessemer..... | \$29.35 |
| Basic..... | 26.15 |
| Northern No. 2 foundry, silicon, 1.75 to 2.25..... | 27.65 |
| Southern foundry, silicon, 2.25 to 2.75..... | 34.10 |
| Gray forge..... | 26.15 |
| Ohio silvery, silicon, 8 per cent..... | 45.40 |
| Standard low phos., Valley furnace..... | \$38.00 to 40.00 |

Finished Iron and Steel

Steel bars, 3.27c.; plates, 3.57c.; structural shapes, 3.37c.; bands and hoops, 3.97c.; No. 10 blue annealed sheets, 4.47c.; No. 28 black sheets, 5.27c.; No. 28 galvanized sheets, 6.62c.

Old Material

| | |
|---|--------------------|
| Heavy melting steel..... | \$19.00 to \$19.25 |
| Steel rails, under 3..... | 21.00 to 21.50 |
| Steel rails, rerolling..... | 25.50 to 26.50 |
| Iron rails..... | 26.00 to 27.00 |
| Iron car axles..... | 35.00 to 36.00 |
| Steel car axles..... | 33.00 to 34.00 |
| Low phosphorus melting scrap..... | 20.75 to 21.25 |
| Cast borings..... | 13.50 to 13.75 |
| Iron and steel turnings and drillings..... | 10.50 to 11.00 |
| Short turnings (for blast furnaces)..... | 12.75 to 13.25 |
| Compressed steel..... | 16.00 to 16.50 |
| No. 1 railroad wrought..... | 21.50 to 22.00 |
| Agricultural malleable..... | 16.50 to 17.00 |
| Railroad malleable..... | 20.00 to 20.50 |
| Steel axle turnings..... | 15.75 to 16.00 |
| Light bundled sheet scrap..... | 14.50 to 15.00 |
| No. 1 cast..... | 23.50 to 24.00 |
| No. 1 busheling..... | 17.00 to 17.50 |
| Drop forge flashings, 10 in. and under..... | 16.25 to 16.50 |
| Drop forge flashings, over 10 in..... | 13.00 to 13.25 |
| Railroad grate bars..... | 20.50 to 21.00 |
| Stove plate..... | 22.00 to 22.50 |

St. Louis

Old Material

Per Gross Ton

| | |
|---|--------------------|
| Old iron rails..... | \$23.50 to \$24.00 |
| Old steel rails, rerolling..... | 27.00 to 27.50 |
| Old steel rails, less than 3 ft..... | 22.00 to 22.50 |
| Relaying rails, standard sections, subject to inspection..... | 38.00 to 45.00 |
| Old carwheels..... | 25.00 to 25.50 |
| No. 1 railroad heavy melting steel..... | 19.50 to 20.00 |
| Heavy shoveling steel..... | 16.50 to 17.00 |
| Ordinary shoveling steel..... | 16.00 to 16.50 |
| Frogs, switches and guards, cut apart..... | 19.50 to 20.00 |
| Ordinary bundled sheets..... | 12.00 to 12.50 |
| Heavy axle and tire turnings..... | 13.75 to 14.25 |

Per Net Ton

| | |
|---|--------------------|
| Iron angle bars..... | \$17.00 to \$17.50 |
| Steel angle bars..... | 16.50 to 17.00 |
| Iron car axles..... | 30.50 to 31.00 |
| Steel car axles..... | 27.50 to 28.00 |
| Wrought arch bars and transoms..... | 23.00 to 23.50 |
| No. 1 railroad wrought..... | 19.00 to 19.50 |
| No. 2 railroad wrought..... | 17.00 to 17.50 |
| Railroad springs..... | 17.00 to 17.50 |
| Steel couplers and knuckles..... | 17.50 to 18.00 |
| Locomotive tires, 42 in. and over, smooth inside..... | 17.25 to 17.75 |
| No. 1 dealers' forge..... | 16.00 to 16.50 |
| Cast iron borings..... | 10.50 to 11.00 |
| No. 1 busheling..... | 16.00 to 16.50 |
| No. 1 boiler, cut to sheets and rings..... | 13.00 to 13.50 |
| No. 1 railroad cast..... | 20.00 to 20.50 |
| Stove plate and light cast..... | 21.50 to 22.50 |
| Railroad malleable..... | 16.50 to 17.00 |
| Agricultural malleable..... | 16.00 to 16.50 |
| Pipes and flues..... | 15.00 to 15.50 |
| Heavy railroad sheet and tank..... | 13.50 to 14.00 |
| Railroad grate bars..... | 19.50 to 20.00 |
| Machine-shop turnings..... | 9.50 to 10.00 |
| Country mixed..... | 14.00 to 14.50 |
| Uncut railroad mixed..... | 15.50 to 16.00 |
| Horseshoes..... | 18.50 to 19.00 |

Birmingham

Pig Iron

| | |
|------------------------------------|---------|
| Foundry, silicon 1.75 to 2.25..... | \$28.00 |
| Basic..... | 27.00 |

Old Material

| | |
|----------------------------|--------------------|
| Steel rails..... | \$18.00 to \$19.00 |
| No. 1 heavy steel..... | 17.00 to 18.00 |
| Cast iron borings..... | 10.00 to 10.50 |
| Machine-shop turnings..... | 15.50 to 16.00 |
| Stove plate..... | 20.00 to 21.00 |
| No. 1 cast..... | 23.00 to 24.00 |
| Carwheels..... | 23.00 to 24.00 |
| Tramcar wheels..... | 22.50 to 23.00 |
| Steel axles..... | 25.00 to 26.00 |
| No. 1 wrought..... | 18.00 to 19.00 |

Boston

Pig Iron

| | |
|--|--------------------|
| Eastern Pa., No. 2 X (silicon 2.25 to 2.75)..... | \$33.90 to \$34.90 |
| Eastern Pa., No. 2 plain (silicon 1.75 to 2.25)..... | 32.90 to 33.90 |
| Buffalo No. 2 X (silicon 2.25 to 2.75)..... | 33.90 |
| Buffalo No. 2 plain (silicon 1.75 to 2.25)..... | 32.90 |
| Virginia No. 2 X (silicon 2.25 to 2.75)..... | 35.70 |
| Virginia No. 2 plain..... | 34.70 |

Old Material

| | |
|--|--------------------|
| No. 1 heavy melting steel..... | \$15.00 to \$15.50 |
| No. 1 railroad wrought..... | 21.00 to 22.00 |
| No. 1 Yard Wrought..... | 18.00 to 19.50 |
| Wrought pipe (1 in. in diameter, over 2 ft. long)..... | 14.50 to 15.00 |
| Machine-shop turnings..... | 10.50 to 11.00 |
| Cast iron borings..... | 13.50 to 14.00 |
| Heavy axle turnings..... | 11.50 to 12.00 |
| Blast furnace borings and turnings..... | 9.00 to 9.50 |
| Forge scrap..... | 11.50 to 12.00 |
| Bundled skeleton..... | 11.50 to 12.00 |
| Steel car axles..... | 22.00 to 23.00 |
| Carwheels..... | 24.50 to 25.00 |
| Machinery cast..... | 24.50 to 25.00 |
| No. 2 cast..... | 22.00 to 23.00 |
| Stove plate..... | 19.50 to 20.00 |
| Railroad malleable..... | 17.00 to 17.50 |
| Rerolling rails..... | 21.00 to 21.50 |

(Continued from Page B)

CINCINNATI

Cincinnati, Oct. 21.—Malleable is very active. Several lots from southern Ohio and Valley furnaces have been sold in this territory recently. A part of the southern Ohio iron brought as high as \$31.25 per ton, for first quarter shipment. A Cleveland furnace has obtained a contract for several thousand tons of malleable for an Indiana plant with shipments extending through the first half. Northern foundry iron, 1.75 to 2.25 silicon, is now offered for first half shipment at \$29.75 iron-ton, and some has been sold at this figure. Southern iron for next year is still unobtainable, some prompt shipment all the way from 50c. to \$1.50 above the last schedule that was based on \$28 Birmingham, silicon 1.75 to 2.25. Shipments are moving more freely. Coke is stronger in all fields and Wise County furnace is now quoted at \$6 to \$6.50 and foundry at \$7.50 to \$8. The scrap market is slowly recovering a little lost ground, but no advances on any grades may be noted.

BUFFALO

Buffalo, Oct. 20. The pig iron market is very strong, inquiry being exceedingly active. Two of the leading producers of the district are still tied up by the strike situation. Two others are producing in good volume, both of the latter being fully booked to capacity—and even overbooked for 1919 delivery, and are not quoting for delivery during the remainder of the year. One of them is not quoting for 1920 and states it will not commence to do so for another 30 days, at least, and when it does will advance prices considerably. The other interest is quoting for the new year and has made some sales, amounting to a number of thousands of tons at prices which are higher than the recently quoted schedules, the advanced prices being: \$29.00, f. o. b. furnace for 1.75 to 2.25 silicon; \$30.00 for 2.25 to 2.75; \$31.00 for 2.75 to 3.25 and \$29.50 for malleable. At least two of the orders were for 1,000 tons each. There is prospect of shortage in pig iron and higher prices to offset the higher cost of production.

METAL MARKETS
THE WEEK'S PRICES

Cents Per Pound For Early Delivery

| Oct. | Copper, New York | | Lead | | Spelter | |
|------|---------------------|--------------|----------|-----------|----------|-----------|
| | Lake | Electrolytic | New York | St. Louis | New York | St. Louis |
| 15 | 22.62½ | 22.12½ | 55.50 | 6.35 | 6.10 | 7.80 |
| 16 | 22.50 | 22.00 | 55.50 | 6.50 | 6.25 | 7.90 |
| 17 | 22.37½ | 21.87½ | 55.50 | 6.50 | 6.25 | 7.90 |
| 18 | 22.37½ | 21.87½ | 55.50 | 6.50 | 6.25 | 7.95 |
| 20 | 22.25 | 21.75 | 56.50 | 6.50 | 6.25 | 8.00 |
| 21 | 22.25 | 21.75 | 56.50 | 6.50 | 6.25 | 8.10 |

All the markets except copper are more active and higher. Last week the large producers of electrolytic copper reduced their quotation from 23.50c., New York, to 22c., New York, and it is understood that fairly heavy business was done on a scale down from prices above and at this level. Demand at present is light and the outside market is lower at around 21.50c. to 22c., New York. We quote the market for electrolytic at 21.75c., New York, with Lake around 22.25c., New York. Because of the longshoremen's strike, Straits tin has advanced to 56.50c., New York. A fair business has been done in Straits tin ex-store at this level, as well as in metal ex-steamers at dock at close to 55c. to 55.50c., New York, and there have also been sales of November-December shipments from the East at around 53.75c. Late last week the leading interest advanced its lead price from 6.25c. to 6.50c., New York, the outside market having nearly approached this level a day or two before. Demand is good and the supply is scant. The St. Louis quotation is 6.25c. Because of fairly large orders for export through Gulf ports and because of a more active inquiry from galvanizers, the zinc market has advanced. Prime Western for early delivery is quoted at 7.75c., St. Louis, or 8.10c., New York. The antimony market is quiet at 8.62½c., New York, and virgin aluminum can be obtained in wholesale lots at 32c. to 33c., New York, both for early delivery.

A subscriber of The Iron Age is urgently in need of a copy of the Iron and Steel Works Directory of the American Iron and Steel Institute for 1916, which is now out of print. A new issue of the directory will appear in December. Will any subscriber who is willing to part with his 1916 directory please write to the editor of The Iron Age immediately?

MACHINERY MARKETS AND NEWS OF
THE WORKS
New York

New York, Oct. 21.—Inquiries and orders for machine tools continue at a very satisfactory rate. The General Electric Co. is in the market for 53 miscellaneous tools for its Schenectady works, as list including screw-cutting lathes, millin g machines, upright and radial drills, grinders, etc. The E. W. Bliss Co., Brooklyn, is a large buyer, its requirements including large planers, boring mills and other heavy tools. Orders for boring mills have been placed. The Rolls-Royce Co. of America, which recently issued an inquiry for about 50 tools, has not yet placed orders on this list, but will probably do so soon. It is reported that the company will occupy a plant in Connecticut. The Newark Motor Products Co., Newark, N. J., a new concern, is purchasing equipment for the manufacture of pistons and piston rings. The Jones Speedometer Co., New Rochelle, N. Y., has purchased a list of new tools for the manufacture of talking machine motors. The American Car & Foundry Co., New York, is buying additional equipment for its Depew, N. Y., works. The Mergenthaler Linotype Co., New York, and A. Schader's Son, Inc., Brooklyn, have bought a few new machines. There is a slackened demand for cranes. The largest order of the week went to the Morgan Engineering Co., Alliance, Ohio, covering three 20-ton and three 10-ton cranes for the new plant of the United States Aluminum Co. to be built at Edgewater, N. J. The order was placed at Pittsburgh. The Turner Construction Co. has the contract for the aluminum company's new plant. The Midvale Steel & Ordnance Co., Philadelphia, is about to close on cranes for replacement at its Cambria plant at Johnstown, Pa. The

list calls for a 75-ton ladle crane and two 75-ton ladle trolleys, with 25-ton auxiliaries, and four 10-ton yard cranes. The Electric Controller & Mfg. Co. has received a contract for full magnetic control apparatus with auxiliary drives for the new three-high 28 in. billet mill to be installed by the Bethlehem Steel Co. at its Saucon plant, Bethlehem, Pa. The mill is being built by the Morgan Engineering Co., Alliance, Ohio. The Fahnestock Electric Co., Meadow Street, Long Island City, manufacturer of electric equipment, has purchased property at East Avenue and Eighth Street, for a new machine shop. The United States High Speed Tool Corporation, New York, has been incorporated with an active capital of \$750,000 by W. Sissenbergh, M. G. Kline and I. H. Zinovay, 1125 Forest Avenue, Bronx, to manufacture tools, etc. The Art Craft Metal Stamping Corporation, Brooklyn, has been incorporated with a capital stock of \$50,000 by S. J., and L. Shapiro, 1176 Bergen Street. The Jagenberg Machine Co., 131 West Twenty-fourth Street, New York, has increased its capital stock from \$10,000 to \$50,000. The National Lead Co., 111 Broadway, New York, has awarded a contract to John T. Woodruff, 1 Bridge Plaza, Long Island City, for a five-story addition, 50 x 60 ft., at its Atlantic Works, 135 Marshall Street, Brooklyn. The Woodlawn Metal Co., New York, has been incorporated with a capital stock of \$30,000 by H. and A. Dreyer, and J. B. Finkelstein, 38 Park Row, to manufacture metal specialties. The Cooley Mfg. Co., 98 Park Place, New York, manufacturer of engineering specialties, has increased its capital stock from \$50,000 to \$100,000. The Gravure Machinery & Equipment Co., New York, has been incorporated with a capital stock of \$100,000 by L. Edel and A. Hurwitz, 230 West 107th Street, to manufacture printing machinery. The Reliance Surgical Appliance Co., Brooklyn, has been incorporated with a capital stock of \$50,000 by L. Danowitz, P., and J. J. N. Shatzkin, 1140 St. John's Place. The Port Henry Light & Power Co., Port Henry, N. Y., is considering the erection of a hydroelectric plant to cost about \$200,000, including machinery. The Shipley Construction & Supply Co., Columbia and Warren streets, Brooklyn, manufacturer of refrigerating machinery, has awarded a contract to Post & McCord, 101 Park Avenue, New York, for a one and two-story plant, 200 x 340 ft., on Second Avenue near Fortieth Street, Brooklyn. The Standard Aircraft Corporation, 233 Broadway, New York, manufacturer of airplanes, has filed notice of dissolution. Brooks-Harrington, Inc., New York, has been incorporated with a capital stock of \$20,000 by A. S. Marselis, R. E. Brooks and W. G. Harrington, 50 Church Street, to manufacture engines, boilers, etc. The Wright Aeronautical Corporation, New York, has been incorporated with an active capital of \$1,250,000 by T. L. Chadbourne, F. B. Adams and J. B. Clews, 15 Broad Street, to manufacture aircraft. The addition to the plant of the Aluminum Co. of America, 120 Broadway, New York, at Edgewater, N. J., will be used by its subsidiary, the Aluminum Cooking Utensil Co., New Kensington, Pa. The building will be L-shaped, 81 ft. wide, with each wing 450 ft. long; one wing of 7 stories will be placed on a present three-story building, making a 10-story factory; the other wing will be 8, 9 and 10 stories. A three-story extension, 80 x 175 ft., will be also constructed. The plant with equipment will cost over \$1,000,000. The Corley-Wolfe Co., Elizabeth, N. J., has been incorporated with a capital stock of \$300,000 by Raymond Dawson, Norman R. Wynne and Emil Neblo, to manufacture pipe and fittings. Henry R. Worthington, 115 Broadway, New York, manufacturer of steam pumps, has awarded a contract to James J. Dunn, 289 Maple Street, Kearny, N. J., for three plant additions at Harrison, N. J., to cost about \$100,000. The Driver-Harris Co., Middlesex Avenue, Harrison, N. J., manufacturer of wire products, has awarded a contract to E. M. Waldron, Inc., 665 Broad Street, Newark, N. J., for a three-story works building to cost \$50,000. The A. R. Burnett Corporation, Jersey City, N. J., has been incorporated with a capital stock of \$200,000 by R. A. Van Vorhis, Jersey City, and C. A. Cole, Hackensack, N. J., to manufacture tools and mechanical products. The Erie Railroad Co., Erie Terminal, Jersey City, N. J., has filed plans for a new one-story machine shop at Thirteenth and Monmouth streets, to cost \$14,000. The Willys Corporation, 52 Vanderbilt Avenue, New York, recently organized to manufacture a six-cylinder automobile, is considering plans for additions to the plant of the Duesenberg Motors Co., Elizabeth, N. J., acquired by the company. The structures will include a one- and two-story shop building, 50 x 900 ft.; four-story and basement addition, 320 x 400 ft.; power plant and a four-story reinforced-concrete assembling works, 120 x 440 ft. The Wigder Mfg. Co., 28 Wickliffe Street, Newark, N. J., manufacturer of manicure instruments, etc., has broken ground for a two-story plant addition, 45 x 60 ft., to cost \$13,000. The Lidgerwood Mfg. Co., 326 Frelinghuysen Avenue, Newark, N. J., manufacturer of hoisting machinery, has filed plans for a one-story pattern shop. The Irvington Tool Co., 50 Grove Terrace, Newark, N. J., has filed notice of organization to manufacture tools, etc. William H. Stock, 559 South Eleventh Street, is president. The Zobel Electric Motor Corporation, Garwood, N. J., has been incorporated with a capital stock of \$250,000 to manufacture motors, both alternating-current and direct-current. It will specialize at the start with sizes from 1 to 7½ h.p. Fred G. Bell is president, A. T. Zebisch is treasurer, F. E. Bucker is secretary, and Mr. Parvin is electrical engineer. The company has a plant at Garwood equipped for an output from 200 to 300 motors per month. The Utica Metal Iron & Waste Corporation, recently incorporated with a capital stock of \$15,500, is temporarily located at 40 Stewart Building, until it shall acquire a suitable warehouse and yard. August Merrill, corporation counsel of Utica, is president; Israel Goldbas, vice-president; Norman W. Godbas, secretary, treasurer and general manager. The Thacher Propeller & Foundry Corporation has purchased the business of the American Screw Propeller Co., designer of propeller wheels by the Dyson method, and has taken over its entire engineering force. It is also specializing in propellers made by the Thacher process. It has built a new machine shop, 60 x 150 ft., of brick, concrete and steel, a new testing building, a new cupola building in which it has installed two cupolas with a melting capacity of 25 tons per hr. George H. Thacher is president; Thos. O. Thacher, vice-president and general manager; William S. Hackett, secretary and treasurer; James S. Malseed, formerly chief engineer the American Screw Propeller Co., and assistant chief engineer the New York Shipbuilding Corporation, chief engineer; Enrique Touceda is consulting chemist. The Hoe Mfg. Corporation, Poughkeepsie, N. Y., has taken over the plant of the Mitchell Co., and is now making improvements and

installing new machinery for the manufacture of structural iron and steel. J. Griffiths is secretary.

The American Locomotive Co., Schenectady, has awarded contracts for construction of a pumping station at its plant to cost \$30,000, also for an additional factory building, 175 x 368 ft., one-story.

The Bossard Railway Signal Corporation, Troy, N. Y., has been incorporated with a capitalization of \$50,000, to manufacture switches, signals, etc. W. E. Hamilton, Fonda Avenue; M. J. O'Sullivan, 381 Division Street, Amsterdam, N. Y., and J. L. Lehman, Jr., 10 First Street, Troy, are the incorporators.

Philadelphia

PHILADELPHIA, Oct. 20.

The Capitol City Iron & Steel Co. has been incorporated to manufacture merchant bar iron and steel of the smaller sizes. It has located its plant in the northern section of Harrisburg, adjoining the Pennsylvania Railroad, and expects to be in operation by Jan. 1. A. Leigh Ensinger, formerly with the Harrisburg Pipe & Pipe Bending Co., is president and chief engineer. Max Williams and Wolf Friedman, local scrap dealers, are respectively vice-president and treasurer. John T. Wenyon, formerly steel inspector for the British Government, is secretary.

The Atlas Erecting & Mfg. Co., 610 Birch Street, Camden, N. J., which has recently incorporated its business with a capital stock of \$100,000, contemplates enlarging its plant for the manufacture of structural, ornamental iron and miscellaneous wire work.

The Tabor Mfg. Co., Philadelphia, manufacturer of foundry machinery, will abandon its three plants in that city and centralize its operations in a plant at Wissinoming bought from the Martin-Rockwell Corporation. The new site consists of five acres with a manufacturing building, 100 x 350 ft. A new storage building with 15,000 sq. ft. of space and a three-story office building will also be constructed. The increase in manufacturing and storage space over the present buildings will be about 50 per cent. The company will move to the new property about March or April.

The Ordnance Department, Washington, D. C., has awarded a contract to George F. Pawling & Co., 1432 South Penn Square, Philadelphia, for three buildings at the Frankford Arsenal, Philadelphia, to cost \$250,000. They will each be two-story, comprising a shell shop, 100 x 130 ft., case shop, 100 x 375 ft., and forge shop, 100 x 122 ft. The Constructing Quartermaster's Department is in charge.

The Union Transfer Co., 30 East Rittenhouse Street, Philadelphia, has filed plans for a one-story machine and repair shop addition at Tenth and Spring Garden streets, 20 x 57 ft.

The American Locomotive Co., 30 Church Street, New York, has awarded a contract to the Belmont Iron Works, Twenty-second Street and Washington Avenue, Philadelphia, for a one-story machine shop, 50 x 336 ft., at its works at Front and Jeffery streets, Chester, Pa.

The Henry A. Hitner's Sons Co., Gaul and Hazzard streets, Philadelphia, manufacturer of iron and steel products, will build a two-story addition to its Bridesburg works.

R. F. Sedgley, 2311 North Sixteenth Street, Philadelphia, manufacturer of firearms, has filed plans for a one-story machine shop addition, 20 x 54 ft.

The Bethlehem Spark Plug Corporation, Bethlehem, Pa., formerly the Silveco Co., is planning for plant additions for increased capacity. The first will be a porcelain and machining works, to cost with equipment about \$500,000. E. H. Schwab is president.

Chicago

CHICAGO, Oct. 20.

With one or two exceptions dealers report the volume of business undiminished. While most current orders are for single machines, there have been a number of good-sized sales of turret lathes and screw machines, including eight for the Studebaker Corporation, South Bend, Ind.

The machine tool equipment of the Elgin Tractor Works, Piqua, Ohio, will be sold at public auction on Oct. 24.

The Marshall & Hushart Machinery Co., 17 South Jefferson Street, Chicago, has added several new exclusive lines, including the Queen City Machine Tool Co., Cincinnati, cylindrical grinding machines; the Cochrane-Bly Co., Rochester, N. Y.; metal sawing machines, filing machines, universal duplex milling machines and shapers; Giddings & Lewis, Fond du Lac, Wis., horizontal boring machines, and the Hardinge Brothers, Chicago, bench lathes.

The Anderson Electric Specialty Co., 118 South Clinton Street, Chicago, has leased a six- and seven-story building, 100 x 100 ft., at 154-160 Whiting Street, to be used as additional manufacturing space.

The Arthur Jones Electrical Co., manufacturer of starters and other electrical appliances for automobiles, 2837 South State Street, Chicago, is having plans prepared for a one- and two-story plant, 125 x 125 ft., to be built at Calumet Street and Twenty-ninth Place at a cost of \$60,000.

The Ursus Motor Co., 6601 Grand Avenue, Chicago, will erect a one- and two-story motor truck plant, 120 x 150 ft., at Grand and Fullerton avenues to cost \$50,000.

The Fitzsimmons Steel & Iron Co., Thirty-seventh Street and South Racine Avenue, Chicago, has purchased 17 acres on the Chicago River fronting east on Kedzie Avenue at Thirty-third Street and will construct a plant to cost from \$250,000 to \$300,000.

The International Earth Boring Machine Co., Otis Building, Chicago, has purchased a 17-acre site on the north side of Kenosha, Wis., on which it will soon commence the erection of a plant. The product of the company is a boring machine for digging post holes for telephone and telegraph posts.

The Creamery Package Co., De Kalb, Ill., will erect an addition, 80 x 150 ft., for the manufacture of ice-making machines.

The Ajax Rubber Co., Inc., has purchased 110 acres of land at Jackson, Mich., where it plans to construct a plant to cost approximately \$2,500,000.

The Pana Engine & Mfg. Co., Pana, Ill., has been incorporated with \$60,000 capital stock to manufacture steam engines and appliances. The principal stockholders are Phillip L. McKee, Halbert L. Putnam, Halfdan Bjorn, Adolph Nielsen and Clarence A. Andrews.

The Dalt Mfg. Co., 514 South Fifth Street, Quincy, Ill., has been incorporated with \$15,000 capital stock to manufacture ice machines. The incorporators include Emil C. Kaempfen, Phillip Fischbacher and Edward F. Dorkenwald.

The Seng Co., Dayton Street, Chicago, manufacturer of hardware products, is having plans prepared for a new plant at Crawford and Diversey avenues, to cost in excess of \$1,000,000. It will include a main building, 50 x 220 ft.; one-story machine shop, 220 x 900 ft.; power plant for works service, office building and other structures.

The Empire Gas & Fuel Co., Alton, Ill., is planning for the erection of a new refinery, near Wood River, Ill., to cost in excess

of \$10,000,000, including equipment. It has acquired property for the proposed works, and a bond issue of \$15,000,000 has been arranged to provide for erection.

The Allsteelquip Co., Aurora, Ill., manufacturer of steel factory and office equipment, electrical specialties, etc., has commenced the erection of a one-story addition, 80 x 100 ft.

The Pettibone-Muliken Co., 140 South Dearborn Street, Chicago, manufacturer of railroad specialties, has awarded a contract to Westinghouse, Church, Kerr & Co., 111 West Washington Street, for a one-story foundry, 154 x 240 ft., at 4710 West Division Street, to cost about \$200,000, including equipment.

The Mount Vernon Car Mfg. Co., Mount Vernon, Ill., has had plans prepared for a new one-story foundry.

The Sioux Falls Metal Culvert Co., Sioux Falls, S. D., has had plans prepared for a one-story addition, 40 x 130 ft., at Sixth Street and Falls Avenue. T. W. Sexton is manager.

The American Steel Spring Co., 800 North Saugamon Street, Chicago, has changed its name to the American Automatic Products Corporation.

Cleveland

CLEVELAND, Oct. 20.

The demand for lathes and screw machines is more active than at any time this year. A local builder of these machines took orders the past week for 22 machines for the Stromberg Motor Devise Co., Chicago; 19 for the Detroit Lubricator Co., Detroit; 8 for the Amalgamated Machinery Corporation, Chicago, and 8 for the Kohler Co., Kohler, Wis. Dealers report a fair volume of orders, mostly for single machines, and a good volume of inquiry. Many of these making inquiries, however, advise that they are merely checking prices and deliveries, and will not place orders at present. The steel strike is apparently the cause of holding up much of this prospective business, but is interfering very little with purchases by the larger automobile and allied interests. Machinists in Akron, Ohio, who have been on strike for several weeks, have returned to work, having entirely failed in their demands. The ending of this labor trouble is expected to result in the placing of a number of orders for machinery in Akron which have been held up on this account.

The Warren Products Co., Warren, Ohio, has been incorporated with a capital stock of \$10,000 by M. J. Konold, George F. Konold and others. It is stated that a plant will be erected for the manufacture of brass and malleable castings and pulley blocks.

It is announced from Warren, Ohio, that the Phoenix Tube Co., Brooklyn, N. Y., will move to that city and erect a plant for the manufacture of steel tubing.

The Ohio Steel Products Co., Mineral Ridge, Ohio, is planning the erection of two buildings, one 60 x 400 ft., to be used as a tube mill, and the other 70 x 272 ft., for a conduit plant.

The Delaware Succor Rod Co., Delaware, Ohio, has been incorporated with a capital stock of \$10,000 by William McKenzie and others to manufacture succor rods. A plant is being erected.

The K-W Ignition Co., Cleveland, is planning the erection of an extension, 70 x 140 ft.

The Cleveland Laundry Machinery Co., Cleveland, contemplates the erection of a one-story plant, 90 x 110 ft.

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The Board of Public Affairs, Minerva, Ohio, will receive bids, Oct. 30, for generators, steam engines, exchangers, condenser, boilers, service pump, etc., for extensions to its electric light and waterworks plant.

Indianapolis

INDIANAPOLIS, Oct. 20.

The Link-Belt Co., Chicago, has extended its Belmont foundry at Indianapolis. The improvement consists in completing new furnace buildings Nos. 7 and 8. For the present it will install only furnace No. 7, which will be a 15-ton unit instead of a 10-ton like its other furnaces. The company is also purchasing auxiliary machinery, such as rolling mills, sand blast and other foundry equipment to take care of the additional capacity. The building will be about 70 x 400 ft.

The National Metal Products Co., Indianapolis, has been organized with \$100,000 capital stock, to manufacture vises and steel clamps. E. E. Gates is president; John G. Wood, vice-president, and George H. Buckley, secretary-treasurer. The organization is an outgrowth of the Indiana Die Casting Co., Cornell Avenue and Eleventh Street.

The National Drill Co., Cambridge City, Ind., has filed articles of dissolution.

The Standard Metals Refining Corporation, South Bend, Ind., has been incorporated with \$50,000 capital stock to manufacture and refine metals. The directors are Maurice L. Hurwich, Benjamin L. Frank and Clarence C. Walters.

The A. I. M. Mfg. Co., Fort Wayne, Ind., has changed its name to the Auburn Ignition Mfg. Co.

L. S. Skelton, Okmulgee, Okla., who recently acquired 65 per cent of the stock of the Premier Motor Corporation, Indianapolis, has been elected president of the company. J. C. Flowers, Joliet, Ill., formerly president, and E. W. Steinhart, vice-president, Indianapolis, have retired. Frederick P. Nehrbaas is general manager; Charles S. Crawford, assistant manager and director of engineering, and L. S. Schaeffer, treasurer.

The Perfecting Machine & Castings Co., Michigan City, Ind., has been incorporated with \$60,000 capital stock to manufacture metal castings. The directors are George A. Giles, Adolph Sorge, Jr., and Edward M. Phillips.

The Fort Wayne Engineering & Mfg. Co., Fort Wayne, Ind., has increased its capital stock from \$300,000 to \$500,000.

The Hammon Optical Machine Co., Vincennes, Ind., has received an order for 200 lens surfacing machines from the Russian Soviet Government, at a cost of \$100,000, payment to be made through a New York bank.

Cincinnati

CINCINNATI, Oct. 20.

Export inquiries show a little improvement, and there is considerable business under negotiation for machine tools for Belgium. Inquiry from Scandinavian countries is lighter and it is rumored that these countries are now taking considerable machinery from Germany. Many local machine tool builders have sufficient business in hand to keep their plants operating through the year. Portable electric drilling and grinding machine manufacturers report domestic business as spotty, with a noticeable let-up in the demand from the East. Jobbing foundries are operating to full capacity.

The Bullock Electric Co., a subsidiary of the Allis-Chalmers

Mfg. Co., has let contract for an addition to its plant in Norwood, Cincinnati, estimated to cost \$75,000.

The Plau Mfg. Co., Norwood, Cincinnati, will build an addition to its foundry, 60 x 225 ft., one story.

The J. F. Dietz Co., Cincinnati, office furniture manufacturer, will erect a three-story addition to its Winton Place plant, 40 x 100 ft.

The Mid-West Castings Co., Middletown, Ohio, has opened offices in the Castell Building, and will commence the construction of a new foundry at an early date.

The Ohmer Fare Register Co., Dayton, Ohio, has let contract for a six-story addition to its plant, work on which will commence at an early date.

Contract has been let for a new factory to be constructed for the Greene Engineering Co., Dayton, manufacture of aluminate pistons.

New England

Boston, Oct. 20.

Machine-tool dealers report a slow but steady improvement in business. The bulk of the buying is for individual machines and tools, but in the aggregate is entirely satisfactory. There are, however, some important transactions in the making, which are expected to materialize within short time. Purchasers are much less concerned over prices than was the case a month or so ago and the market is therefore growing steadily stronger.

The General Electric Co., Lynn, Mass., has been buying a few machines and is expected to place additional orders in this market within the next week or so.

A contract has been let for a storehouse for machinery, 100 x 455 ft., by the Watertown Arsenal, Watertown, Mass. F. G. Coburn, 826 Old South Building, Boston, Mass., is the architect.

Textile machinery companies continued to figure in the machine-tool market, the Draper Corporation, Hopedale, Mass., and a Whitinsville, Mass., machine company having recently made purchases.

The Ordnance Department, District Salvage Board, 19 Portland Street, Boston, Mass., offers the following property for sale: eight lathes; five planers; seven automatic single spindle screw machines, located at the Framingham Screw Works, Framingham, Mass.; seven cranes and one sheet and plate metal cutter, located at the Osgood Bradley Car Co., Worcester, Mass.

The Mossberg Pressed Steel Corporation, Attleboro, Mass., has been incorporated with a capital of \$325,000 by Frank Mossberg, president, Sidney Bigney and Chester A. Van Der Pyl, all of Attleboro, to engage in metal manufacturing.

The Waterbury Farrel Foundry & Machine Co., Waterbury, Conn., has awarded contract for the erection of two buildings, brick, steel and concrete, one 72 x 102 ft., to be used as a machine shop and hardening room, and the other as a foundry.

A certificate of dissolution has been filed by the New England Machinery Co., New Haven, Conn.

The Winchester Repeating Arms Co., New Haven, Conn., has bought the entire capital stock of Barney & Berry, Inc., Springfield, Mass. The amount involved was \$157,500. For the present no changes will be made, but the Winchester interests plan to eventually put \$500,000 into this plant. It will pay all debts of the company where affairs be taken from the hands of the receivers. The officers of the Barney & Berry company are: President, R. Earl Anderson, treasurer Winchester Repeating Arms Co.; vice-president and general manager, Herbert M. Wilcox; directors, R. Earl Anderson, Herbert M. Wilcox, Henry Brewer, J. E. Wheeler, W. E. Maxson; clerk, David Hoar.

The Atwater Mfg. Co., Plantsville, Conn., will erect top additions to its drop forging and finishing departments to cost \$50,000 each. Construction will be carried on without any interruption of work.

The Somers Co., Baldwin Avenue, Waterbury, Conn., manufacturer of bronze and sheet brass products, has commenced the erection of a one-story addition, 50 x 144 ft., to cost about \$10,000.

The Spartan Needle Co., Providence, R. I., has been incorporated with a capital of \$200,000 by William P. Wood, and Arthur M. Allen, Providence, and J. Frank Welcomb, Worcester, Mass., to manufacture steel needles and similar products.

The Cuno Engineering Co., Board of Trade Building, Meriden, Conn., manufacturer of electrical goods, is having plans prepared for a two-story, steel and reinforced-concrete plant, 190 x 230 ft., on a site recently acquired on Colony Street. Max J. Unkelbach, New Britain, is architect.

The Motive Products Corporation, Bridgeport, Conn., has been incorporated with a capital of \$300,000 by L. C. Held and L. E. Dubrow, Bridgeport, and Jonathan Grout, 886 Main Street, Fairfield, Conn., to manufacture roller bearings and similar specialties.

The Converse Rubber Co., Edgeworth District, Malden, Mass., will build three additions to its plant, consisting of a four-story factory, 30 x 120 ft., to cost about \$25,000; four-story building, 6 x 83 ft., to cost about \$75,000; and a five-story building, 50 x 80 ft., to cost \$55,000.

The New Britain Machine Co., New Britain, Conn., has increased its capital from \$1,500,000 to \$2,000,000.

The Ideal Pie Casting Co., 756 Eddy Street, Providence, R. I., has filed notice of organization to manufacture die casting and similar specialties. William B. Blifford and Peter E. Levey head the company.

Pittsburgh

PITTSBURGH, Oct. 20.

The Stalnaker Steel Co., Pittsburgh, has increased its capital stock from \$150,000 to \$250,000.

The Pittsburgh Model Engine Co., Homewood, near Pittsburgh, is planning for the rebuilding of its pattern shop and other buildings, recently destroyed by fire, with loss reported in excess of \$100,000.

The Wheeling Stamping Co., Wheeling, W. Va., has commenced the erection of a three-story machine shop, 65 x 103 ft., to cost \$35,000. J. F. Paul is president.

The Enterprise Machine Co., Beaver Falls, Pa., has commenced the enlargement of its plant, and will install new equipment, including lathes. It is specializing in the production of automobile parts. A. Spickerman is president.

The American Conduit Mfg. Co., New Kensington, Pa., manufacturer of electrical conduits, has commenced the removal of its plant and headquarters to Hartford, Conn. It has leased its rigid conduit business to the General Electric Co., Schenectady, N. Y., which will continue manufacture at the New Kensington works, under the name of the Sprague Electric Works.

The Beckley Machine & Electro Co., Beckley, W. Va., has been incorporated by W. E. Griffiths and associates, with a capital stock of \$25,000, to manufacture electrical and machine products.

The Whitaker-Glessner Co., Wheeling, W. Va., manufacturer of iron and steel products, has filed plans for an addition near Nineteenth Street, to cost about \$100,000.

St. Louis

St. Louis, Oct. 20.

The American Packing Co., St. Louis, W. G. Mueller, president, 3842 Garfield Avenue, will erect a three-story addition, 30 x 80 ft.

The Progressive Brass Mfg. Co., Kansas City, Mo., 106 South-west Boulevard, will equip a metal-working plant.

The Acme Oil & Drill Co., Shreveport, La., J. D. Pace, president and Manager, will equip a plant installing power hammers, lathes, drill presses, shapers, furnaces, and drop forging equipment.

The Richberger Light & Specialty Co., Memphis, Tenn., will equip a \$150,000 by-product gas plant with coke producing capacity. J. H. Weatherford, Memphis, Tenn., is engineer.

The Ozark Pipe Line Corporation, Tulsa, Okla., has been incorporated with a capital of \$10,000,000 by Avery D. Andrews, and others, care Corporation Trust Co., New York City, to equip pipe line pumping plants, etc., in the Oklahoma oil districts.

The City Ice Co., Kansas City, Mo., F. D. Whiting, Twenty-first and Campbell streets, will install equipment for a \$300,000 ice plant. Armour & Co., Chicago, Ill., will install about \$75,000 worth of additional ice-making equipment at Shreveport, La.

The Cleveland-Akron Bag Co., Cleveland, will equip a branch plant at St. Joseph, Mo., requiring about \$700,000 worth of machinery.

The American Moulding Co., 3668 Park Avenue, is considering building a one-story addition to its plant. No estimates have yet been made.

The Roesch & Kohl Enamel Range Co., St. Louis, has awarded to Teufel & Kloss contract for a two-story addition to its factory.

The St. Louis Pressed Steel Co., has purchased three blocks between Twenty-sixth and Twenty-seventh streets in East St. Louis for the erection of a plant. Tracks are being put in and work will begin at once. R. L. Dutton is president.

Detroit

DETROIT, Oct. 20.

The Curran Detroit Radiator Co., which succeeded the Detroit Radiator Co., maker of the Curran type radiator for internal combustion engines, is now located in its new plant at Lafayette Boulevard and Vermont Avenue, Detroit.

The Benton Harbor Malleable Co., Benton Harbor, Mich., will increase its capacity by additions to cost about \$100,000, consisting of a new foundry, 50 x 280 ft., with wing 60 x 80 ft.; annealing room, 80 x 200 ft., and a two-story office building.

The Megow Tractor Co., Holly, Mich., which is now in course of organization, plans also to manufacture tools and dies.

Work is under way on the plant of the Bollstrom Motors Co., St. Louis, Mich., a new concern which will make a four-drive truck. The factory will be one-story, 60 x 304 ft.

It is announced that additions to the plant of the Field Mfg. Co., Owosso, Mich., will be completed in about one week. This adds 75,000 sq. ft. of floor space to be devoted to automobile body production.

The Paige-Detroit Motor Car Co. has let the contract for construction of its new plant on ground recently purchased. Several units will be constructed, the first 275 x 600 ft., four stories. Other units will probably be duplicates of the first.

The Wolverine Tube Co., McGraw Avenue and Thirty-third Street, Detroit, has purchased the property of the Motor Truck Body Co., at Central Avenue and the Wabash Railroad. The transaction is said to have involved about \$125,000.

The T. B. Rayl Co., dealer in factory supplies, etc., 72 West Congress Street, Detroit, is extending its machine-tool department to include complete lines of metal, wood-working and power plant equipment, and will be pleased to hear from manufacturers in these lines who are open for representation in the Detroit district. Catalogs and correspondence addressed for the attention of E. C. Baynes will receive prompt consideration.

Buffalo

BUFFALO, Oct. 20.

The Sawyer Brass & Iron Foundry, Oswego, N. Y., Joseph Sawyer, president, has completed plans for a foundry, 65 x 165 ft., to be erected at the foot of East Oneida Street, at an estimated cost of \$100,000.

The Rome Wire Co., Rome, N. Y., is having plans drawn for a one-story addition to its factory on Railroad Avenue, to cost \$30,000.

The Northern Cayuga Light & Power Corporation has been incorporated by C. E. Dudley, F. Longley and J. D. Bloomfield, Meridian, N. Y., with a capital stock of \$50,000.

The Economic Iron Works, Inc., Utica, N. Y., has filed articles of incorporation with a capitalization of \$10,000. The directors are G. and C. M. Lorenz and F. G. King.

The Watkins Commercial Body Corporation, Buffalo, has awarded contract for the erection of a two-story factory, 31 x 150 ft., at Genesee and Monroe streets.

The Herschell-Spillman Co., North Tonawanda, N. Y., manufacturers of merry-go-rounds, etc., has awarded contract to the John W. Cowper Co., Inc., Fidelity Building, Buffalo, for a three-story reinforced concrete addition to cost \$75,000.

Bastian Brothers, Rochester, have let contract for an addition, 180 x 486 ft., for the manufacture of novelties.

The John W. Cowper Co., Inc., Fidelity Building, Buffalo, has the contract for a brick and steel building, 82 x 200 ft., for the Empire Axle Co., Dunkirk, N. Y.

The Stouts Mfg. Co., Lockport, N. Y., has been incorporated with a capital stock of \$300,000 by H. W. Lowell, E. H. Huber and L. F. Stout, to manufacture automobile parts and devices.

The Gleason Works, 1000 University Avenue, Rochester, N. Y., manufacturer of gear cutters, etc., has awarded a contract to Alexander Shumway & Utz Co., 16 State Street, for a one-story foundry addition, 37 x 80 ft., to cost \$8,000.

The H. H. Franklin Mfg. Co., Syracuse, N. Y., manufacturer of automobiles and special machinery, has increased its capital from \$2,600,000 to \$7,000,000.

The Empire Axle Co., Dunkirk, N. Y., will build a one-story brick and steel addition, 82 x 200 ft., to cost \$30,000.

The Optimo Disc Wheel Corporation, Buffalo, manufacturer of metal wheels for automobiles, has filed notice of change of name to the Multi Disc Wheel Corporation.

The American Crane Co., Friendship, N. Y., has been incorporated with a capital stock of \$15,000 by W. B. Foster, W. A. Barber and E. D. Sheppard, to manufacture cranes and other machinery.

The Autoquip Mfg. Co., Rochester, N. Y., manufacturer of hand tire pumps, etc., has recently enlarged its plant. C. E. Wirth is president and general manager.

Milwaukee

MILWAUKEE, Oct. 20.

A slight lull which was experienced by machine-tool manufacturers during the early part of the steel strike has passed and at this time the demand is not only as good as before Sept. 22, but of gradual and encouraging growth. The volume of new bookings is of fairly large proportions and the nature of inquiries such that a very considerable amount of orders is looked for in the coming two months. Local manufacturers are feeling the effect of a growingly acute car shortage.

The Rimmel Mfg. Co., Kewaskum, Wis., has been incorporated with a capital stock of \$50,000 to take over and develop the foundry and machine shop business of Nicholas Rimmel, and enlarge the present line of products from gas engines and farm implements to include concrete mixers, corn huskers, grinders and other power farm machinery. Mr. Rimmel continues his connection with the business as president and general manager.

The Lewis Steel Products Co., Toledo, Ohio, has awarded contracts for the erection of a foundry and machine shop addition, embracing also an office building, 150 x 360 ft., and to cost about \$250,000 with equipment. A. Bentley, Toledo, is general contractor. Angelo R. Clas, formerly of Milwaukee and Sheboygan Falls, Wis., is president and general manager.

The Superior Brass Foundry Co., Milwaukee, has been organized by Philip Lehner, Frank Schedeler and H. H. Wheeler, to manufacture brass castings. It is incorporated for \$50,000. Details of the project have not matured.

Cabill & Douglas, consulting engineers, Gross Building, Milwaukee, have been engaged to design and contract for the following installations: Phoenix Chair Co., Sheboygan, Wis., 100-hp. direct-current generating unit; Briggs & Stratton Co., Milwaukee, two 200-hp. boilers; Koehring Machine Co., Milwaukee, power plant addition.

The Spirex Radiator Co., Racine, Wis., manufacturing radiators for motor vehicles and tractors, has acquired the business of the M. Jensen Co., sheet metal products, 1325 Sixteenth Street, Racine, and has consolidated the operation in its plant at Fourth Street and Lake Avenue. M. Jensen and Joseph Laursen are associated with the new owner as departmental superintendents.

The Burgess Battery Co., Madison, Wis., will build a one- and two-story addition, 120 x 150 ft., costing \$200,000, to increase its output of dry cells.

The Hudson Mfg. Co., Janesville, Wis., has been organized by Frank Stricklin, J. E. Stricklin and C. J. Cox, and incorporated with \$200,000 capital stock to manufacture power farm machinery for tractor combinations and farm appliances.

The Hamilton-Beach Mfg. Co., Racine, Wis., has awarded contracts for a brick and steel foundry, 80 x 200 ft., costing \$60,000, which will be equipped for gray iron, aluminum and brass casting. The architect is A. L. Flegel.

The Standard Foundry Co., Racine, Wis., manufacturer of gray iron castings, has increased its capital stock from \$50,000 to \$100,000 which will be devoted to plant improvement and business expansion. Arthur R. Janes is president.

The Stanley Toy Works Co., Stanley, Wis., has been incorporated with a capital stock of \$85,000 and will build a one-story factory, 75 x 180 ft., to manufacture metal and wood toys and novelties. Trenor P. Judd, formerly of Elgin, Ill., is secretary and general manager.

The Walker Mfg. Co., Racine, Wis., manufacturer of automotive equipment, has awarded contract to Klug & Smith, consulting engineers, Milwaukee, for the erection and equipment of a brick and steel foundry, 80 x 120 ft. The Walker company specializes in lifting jacks.

The Frank Kerscher Co., Manitowish, Wis., has purchased property at Seventh and York streets and will erect a new factory and warehouse, 60 x 115 ft., as an extension of its sheet metal-working plant.

The Metal Forms Corporation, 1440 Booth Street, Milwaukee, will erect a one-story brick and steel addition, 41 x 84 ft., costing \$15,000. It manufactures metal forms for concrete construction and casting work.

Baltimore

BALTIMORE, Oct. 20.

The Thomas Engineering Co., 211 Key Highway, Baltimore, has been incorporated with \$50,000 capital stock to engage in the general foundry, machine, electrical and construction work. The incorporators are Thomas W. Thomas, Marmaduke H. White and Irvin Griggs.

In connection with the announcement that the Black & Decker Mfg. Co., Baltimore, manufacturer of machinery, etc., would erect an addition to its plant at Towson, Md., to which place the offices have been removed, it is announced that work has been started on an addition, 100 x 200 ft., which will increase the floor space by 20,000 sq. ft. The Austin Co., Cleveland, has been awarded the contract. The building will be of steel, brick and stucco.

The Simmons Co., Kenosha, Wis., will build a plant for the manufacture of metal beds and springs at Richmond, Va.

The National Cotton Picker Corporation, Charlotte, N. C., wants prices on lathes, drills, milling machines, presses, shapers, etc. F. W. Edwards, Jr. is manager.

The Carolina Steel & Iron Co., Greensboro, N. C., is interested in quotations on 3-ton electric hoists.

The Oxford Machine Shop and Garage Co., Morganton, N. C., has been incorporated with \$50,000 capital stock by J. T. Oxford and others.

The Edisto Public Service Co., Denmark, S. C., will build a \$40,000 electric plant and install machinery. R. A. Easterling is manager.

The DeFuniak Machine Works, DeFuniak Springs, Fla., is interested in quotations on engine lathes, shapers, radial drills, etc.

William Gisriel, 1135 Valley Street, Baltimore, has awarded a contract to C. W. Burton, 3306 Harford Avenue, for a two-story garage, 32 x 50 ft.

The Bureau of Yards and Docks, Navy Department, Washington, is planning for a foundry at Annapolis, Md., to cost over \$75,000. An electric power plant will also be built.

Sykes Brothers, Burlington, N. C., are planning the rebuilding of their foundry, recently destroyed by fire. Eugene Sykes is general manager.

The Baltimore Tube Co., Wicomico Street, Baltimore, has broken ground for a one-story milling shop addition, 75 x 144 ft., estimated to cost \$25,000.

The Railway Lock-Spike Co., Atlanta, Ga., has been incorporated with a capital stock of \$300,000 by W. E. Paschall, J. J. Casteel and H. E. Harris, to manufacture special railway spikes, etc.

The High Point Machine Works, High Point, N. C., is planning the installation of new bolt machines, gear cutters, and other apparatus.

The Pacific Coast

LOS ANGELES, Oct. 14.

William Swanson, Los Angeles, is having plans prepared by Architect A. S. Heineman, San Fernando Building, for the erection of a new one-story, brick machine shop, 77 x 120 ft., on Cherry Street.

The Tilly Brass Mfg. Co., 145 Llewellyn Street, Los Angeles, has filed notice of organization to manufacture brass products. Norman Tilly, 2670 North Sichel Street, heads the company.

The Oro Metal Co., 1403 Santa Fe Avenue, Los Angeles, has filed plans for the erection of a one-story foundry, 38 x 40 ft.

The Electrical Products Corporation, Los Angeles, has had plans prepared for a one-story building, 30 x 93 ft., with wing, 65 x 137 ft., on West Sixteenth Street, near Burlington Avenue.

The Leahy Mfg. Co., 1804 East Eighth Street, Los Angeles, has filed notice of organization to manufacture oil burners, gas engines and other machinery. Herbert V. Leahy, 699 Wilshire Place, heads the company.

E. Hammerschmidt, Los Angeles, has awarded a contract to May & Grimwood, Inc., Haas Building, for the erection of a one-story, brick machine shop at 521 South Los Angeles Street.

The Warren & Bailey Mfg. Co., 359 North Main Street, Los Angeles, manufacturer of belting and other mechanical specialties, has arranged for the erection of a new two-story and basement building on East Third Street, near San Pedro Street, to cost about \$19,000.

The Gregory Tire & Rubber Co., Coquitlam, B. C., has secured a free site from the city and will commence work within 30 days on its proposed \$175,000 plant. Gardiner & Mercer, architects, Vancouver, B. C., have prepared the plans.

J. H. Price of the Price Shipbuilding Co., Seattle, contemplates equipping a plant for the construction of demountable lumber ships, each hull and cargo consisting of 5,000,000 to 6,000,000 ft. of lumber. The vessels will carry cargo to England, where they will be taken apart and sold as lumber, the machinery either sold or returned to the Pacific Coast to be installed in another vessel.

Carl D. Glick, Tacoma, Wash., plans the construction of a one-story and basement concrete machine shop, 50 x 90 ft., costing about \$10,000.

Schafer Brothers, Montesano, Wash., plan the erection of an electrically driven shingle mill, equipped with eight upright saws.

The sawmill of J. M. Bell, Morton, Wash., was destroyed in a recent fire, with loss of about \$6,000.

The Stuart Non-Puncturable Liner & Tire Co., Oregon City, Ore., contemplates the establishment of a plant in the near future to manufacture pneumatic tires. The company is headed by Dr. C. A. Stuart, and is incorporated for \$50,000.

Canada

TORONTO, Oct. 20.

The International Plow Works, Hamilton, Ont., will shortly call for bids for the erection of a plant to cost \$200,000. B. H. Prack, Lumsden Building, Toronto, is engineer.

The Firestone Tire & Rubber Co., Firestone Park, Akron, Ohio, has purchased a site at Hamilton, Ont., and will start work early in 1920 on the erection of a factory.

Victor Langelier, 45 Mondor Street, St. Hyacinthe, Que., will build a garage and machine shop and is in the market for machinery.

Plans are being prepared for an addition to the plant of the Canada Metal Co., Ltd., Fraser Avenue, Toronto. F. S. Mallory, 65 Adelaide Street East, is the architect.

W. B. Russell and W. H. Hutchison, St. Catharines, Ont., have been awarded contract for the erection of a factory at Niagara Falls, Ont., to cost \$80,000 for the Carbon Alloy Co.

The John V. Gray Construction Co., Ltd., Confederation Life Building, Toronto, has the general contract for the erection of an addition to the plant of the Cowan Co., Ltd., 72 Sterling Road, Toronto, to cost \$450,000.

T. E. Essery, Confederation Life Building, Toronto, has the general contract for a manufacturing building for the Kemp Mfg. Co., 199 River Street, Toronto, manufacturer of sheet metal products, to cost \$80,000.

The Lang Produce & Storage Co., Water Street East, Brockville, Ont., is in the market for machinery for the manufacture of cans, also pulleys, shafting, etc.

The Frost Steel & Wire Co., Ltd., Hamilton, Ont., is in the market for a gap lathe, 24 x 44 in x 18 ft.; one engine lathe, compound rest, 8-in. x 8 ft., and one 36-in. radial drill.

The Dominion Steel Products Co., Brantford, Ont., announces that, on account of the objection against the closing of Leonard Street, it will not go ahead with the erection of the \$100,000 addition to its plant.

Contracts have been let for the erection of a new spring building for the Dowsley Spring & Axle Works, Chatham, Ont., to replace the plant recently destroyed by fire with a loss of \$50,000.

Beatty Brothers, Ferguson, Ont., manufacturers of barn equipment, etc., will build an addition to their plant to cost \$35,000.

The Steel Burial Vaults, Ltd., Toronto, has been incorporated with a capital stock of \$100,000 by George H. Sedgewick, room 1007, 36 Toronto Street; John W. Pickup, 255 Glenlake Avenue; Peter R. A. Ritchie, and others to manufacture burial vaults, metal containers, etc.

Paxton & Mitchell, Ltd., Montreal, has been incorporated with a capital stock of \$100,000 by Gordon G. Hyde, John G. Abernethy, Ronald C. Grant and others to manufacture iron, and steel products, etc.

The M. E. Casey Co., Ltd., Montreal, has been incorporated with a capital stock of \$50,000 by Michael A. Phelan, Westmount; Charles G. Ogden, Charles S. LeMesurier and others to manufacture engines, tools, and other machinery.

The National Farming Machinery, Ltd., Montmagny, Que., has been incorporated with a capital stock of \$4,000,000 by Romeo Langlois, Armand Lavergne, Ernest Roy and others all of Quebec, to manufacture machinery, tools, farm implements, etc.

The Goldstein Jewelry Mfg. Co., Ltd., Toronto, has been incorporated with a capital stock of \$150,000 by Bernard Goldstein, George A. Harrison, Walter M. Wright and others to manufacture jewelry, clocks, watches, tools, etc.

The Smith Doll & Toy Co., Ltd., Dunnville, Ont., has been incorporated with a capital stock of \$150,000 by George R. Smith, Walter T. Robb, Thomas Marshall and others to manufacture toy metal goods, etc.

Houlding & Walker, Ltd., Brantford, Ont., has been incorporated with a capital stock of \$100,000 by Reginald L. Houlding, Irving Walker, Franklin L. Johnson and others to manufacture automobiles, machinery, parts, etc.

Canadian rights to the Lloyd loom for weaving wicker for baby carriages, furniture, or baskets, has been sold by Marshall B. Lloyd to J. W. Wells and F. A. Spies, lumbermen of Menominee, Mich.